

BookletChart™

Saginaw River

NOAA Chart 14867

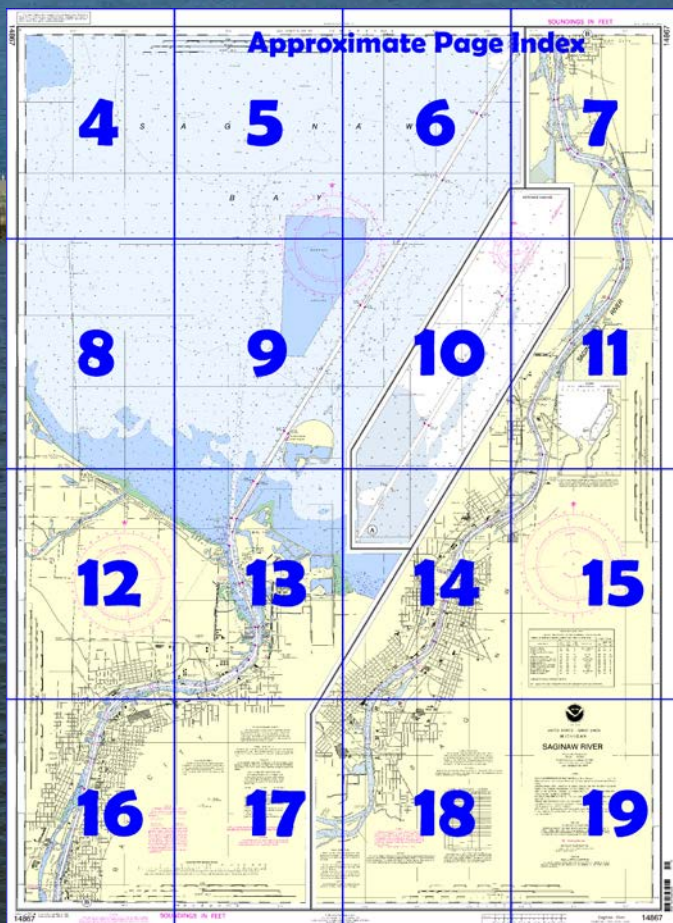


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14867>.



(Selected Excerpts from Coast Pilot)

The **Saginaw River** is formed by the confluence of the Tittabawassee and Shiawassee Rivers at **Green Point** (43°23.1'N., 83°58.2'W.) at the S limit of the city of Saginaw. The river flows N for 22 miles and empties into the head of Saginaw Bay. The lower 18 miles of the river form a commercial harbor. Grain, chemicals, petroleum products, limestone, coal, sand, gravel, and cement are the major commodities handled at the ports

of **Bay City, MI**, just above the river mouth, and **Saginaw, MI**, 19 miles above the river mouth. Other towns on the river are **Essexville, MI**, on the east side just above the mouth, and **Zilwaukee, MI**, and **Carrollton,**

MI, on the west side just below Saginaw.

Channels.—A Federal project provides for a dredged entrance channel leading southwest from the deep water in Saginaw Bay for about 13.5 miles to the mouth of the Saginaw River and thence upstream for about 20 miles to the ports of Bay City and Saginaw. The entrance and river channels are well marked by lighted and unlighted buoys.

A **211°20'** lighted range marks the entrance channel, and a **160°** lighted range marks a reach in the lower part of the river.

The Federal project depths are 27 feet in the entrance channel to the mouth of the river, thence 26 feet through the mouth, thence 25 feet to the Canadian National Railroad bridge at Bay City, thence 22 feet to the CSX railroad bridge in Saginaw. Four turning basins in the river have project depths as follows: 25 feet at Essexville, 22 feet in Bay City opposite the airport, 20 feet at Carrollton, and 20 feet just below the CSX railroad bridge at Sixth Street in Saginaw. (See Notice to Mariners and latest editions of charts for controlling depths.)

A **slow-no wake speed** is enforced in the Saginaw River.

Above the Holland Avenue bridge in Saginaw depths in the river vary from 7 to 15 feet for about 2.8 miles to Green Point.

In 1977, it was reported that the **Tittabawassee River** was navigable by small boats for only about 1.5 miles above Green Point. Above that point stumps, sunken logs, and snags severely obstruct the river.

The **Shiawassee River**, near Green Point, has an available depth of 5 to 6 feet, and the crooked channel across Shiawassee Flats is 15 or 16 feet deep in many places. In 1977, numerous submerged pilings were reported at the mouth of the river in the vicinity of Green Point. Above the flats, the Shiawassee River is very narrow and crooked, but is navigable for small boats to the junction with **Bad River**, and thence the Bad River to the village of St. Charles, 13 miles from Green Point. A highway bridge with a 19-foot fixed span and a clearance of 8½ feet crosses Shiawassee River about 6.7 miles above the mouth.

The **Cass River** and **Flint River**, tributaries of the Shiawassee, are navigable by rowboats to a limited extent, being greatly obstructed by sunken logs and snags.

An irregularly shaped diked disposal area is on the east side of the entrance channel to the Saginaw River about 1 mile northeast of the mouth.

The former dredged approach to the Saginaw River leads N from the mouth to deep water in Saginaw Bay. The channel, with a least depth of about 13, is unmarked and no longer maintained.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Saginaw-Bay City is a **customs port of entry**.

The **Kawkawlin River**, emptying into Saginaw Bay about 2 miles northwest of the mouth of the Saginaw River, is entered by a dredged channel that leads just inside the mouth. In 1998, the controlling depth was 2½ feet (4½ feet midchannel) to the mouth of the river. Continually changing conditions have been reported at the mouth and the approach channel is marked by buoys that are shifted to mark the best water. An overhead power cable with a clearance of 51 feet crosses the river about 0.3 mile above the entrance. In 1989, bridge ruins were reported about 0.7 mile above the entrance. A fixed highway bridge 0.2 mile further upstream has a reported clearance of 10 feet. A **slow-no wake speed** is enforced on the river.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander
9th CG District
Cleveland, OH

(216) 902-6117

Table of Selected Chart Notes

Corrected through NM Feb. 9/13
Corrected through LNM Feb. 5/13

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Clio, MI	KIH-29	162.400 MHz
West Branch, MI	KXI-33	162.450 MHz

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

BASCULE BRIDGE CLEARANCES

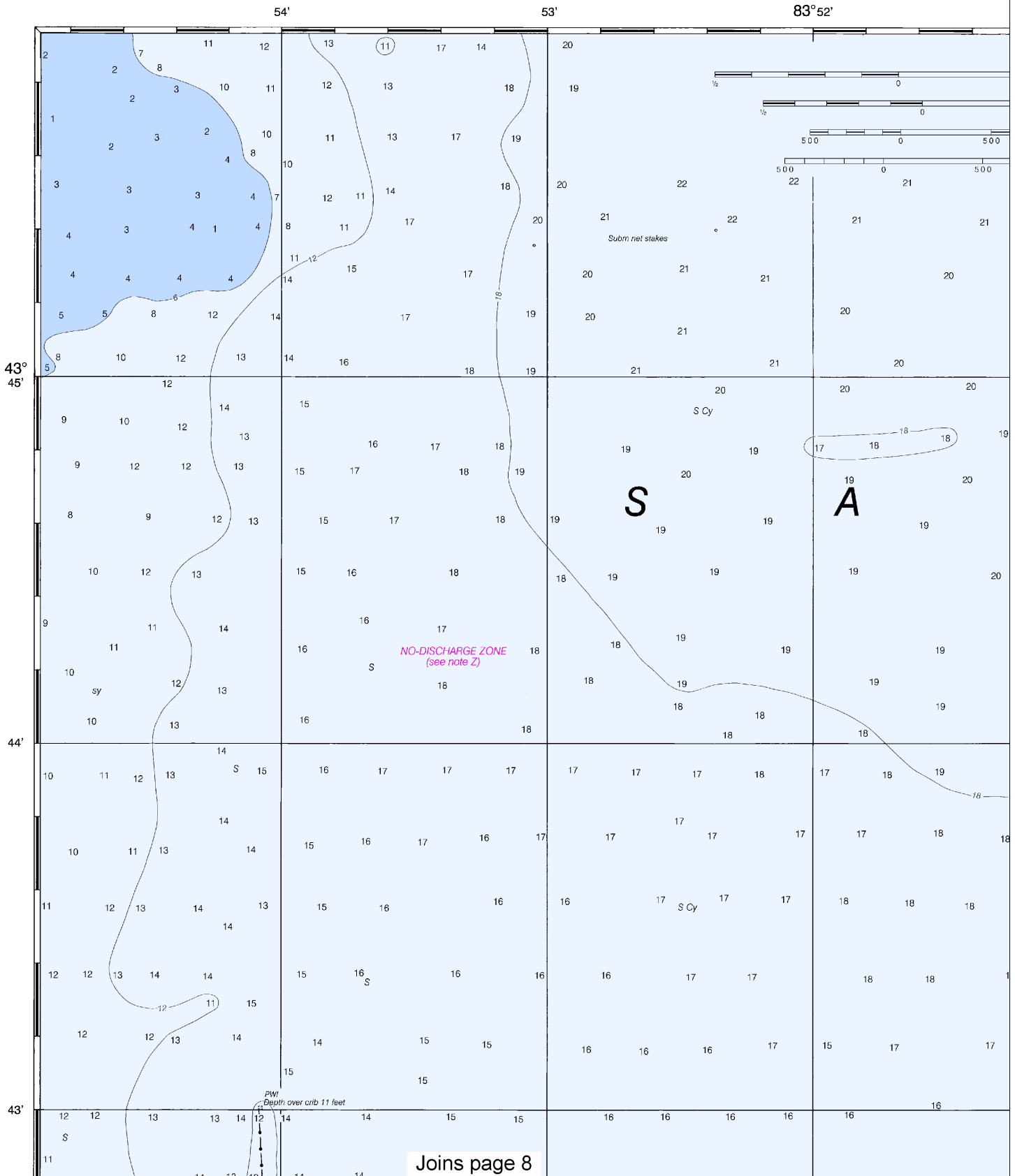
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

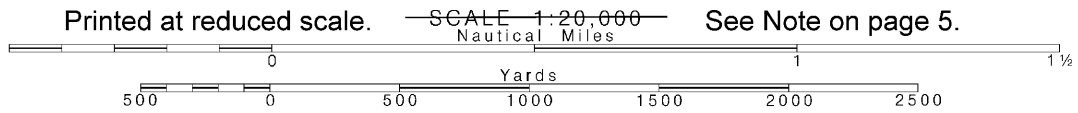
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

14867



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Note: Chart grid lines are aligned with true north.

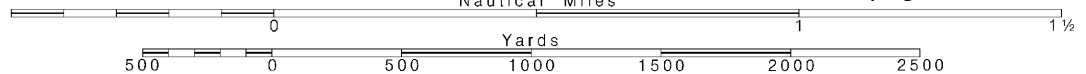


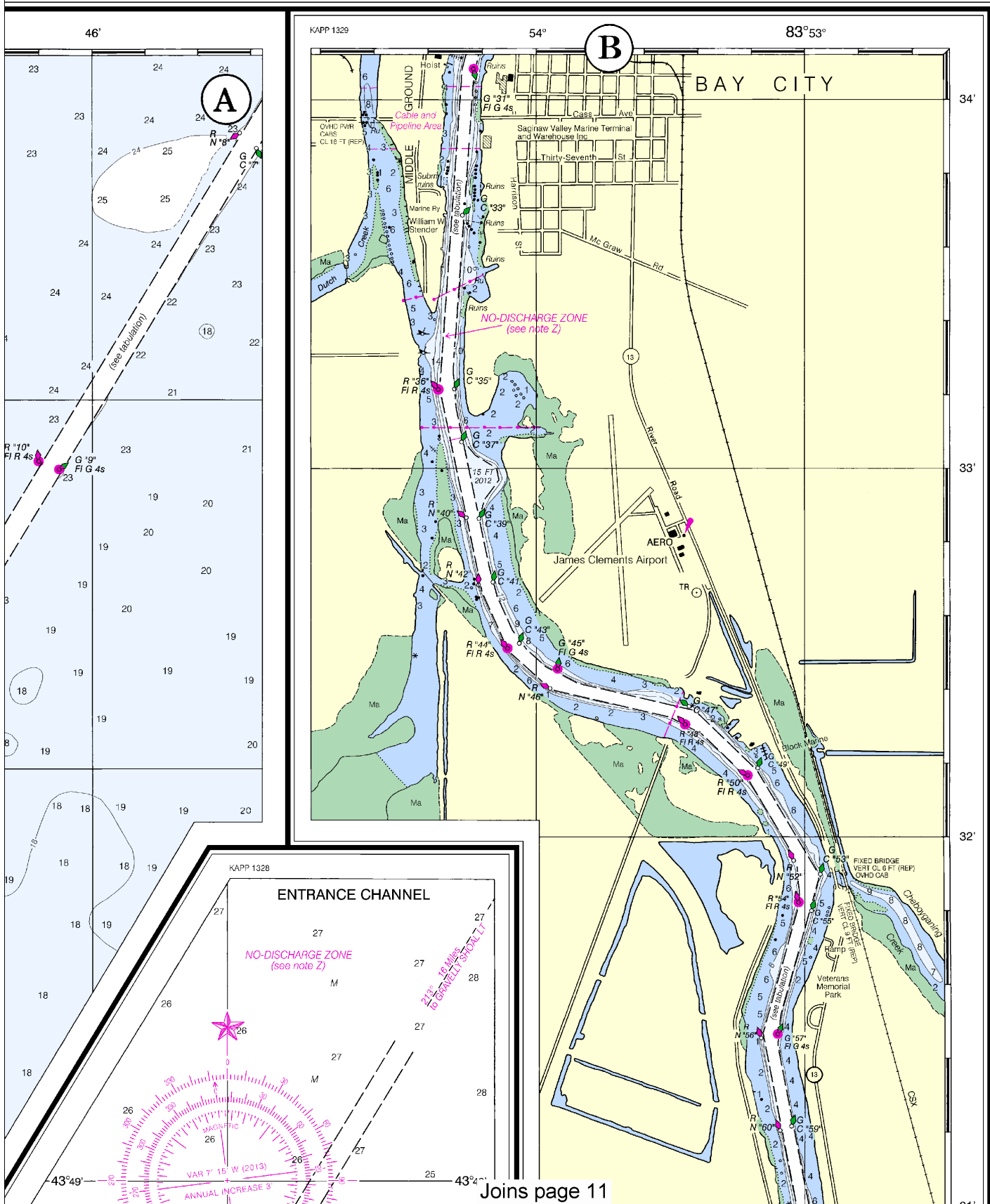
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

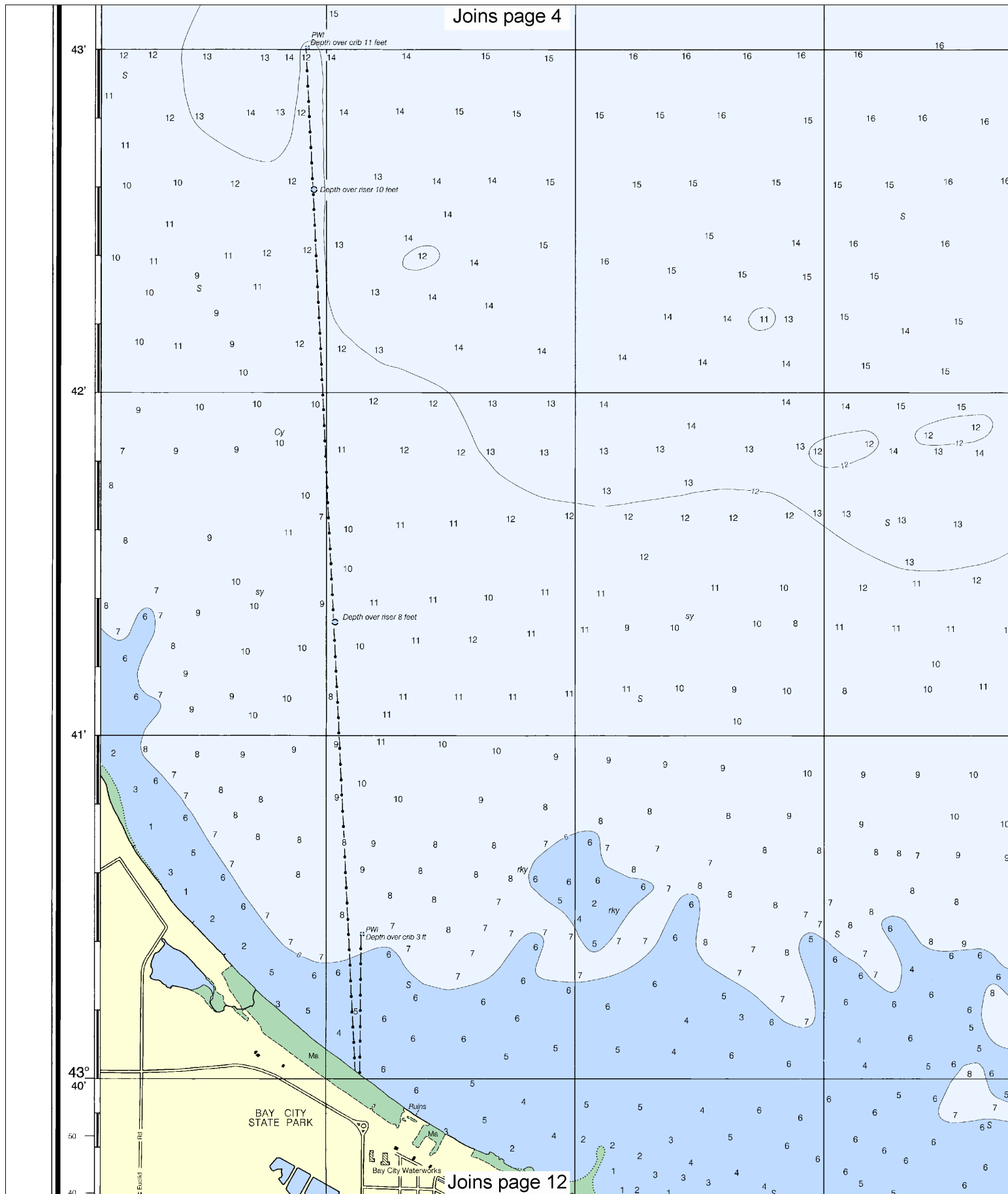
~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.





Joins page 11



Joins page 4

Joins page 12

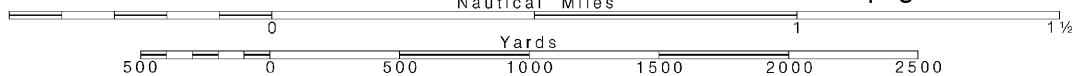
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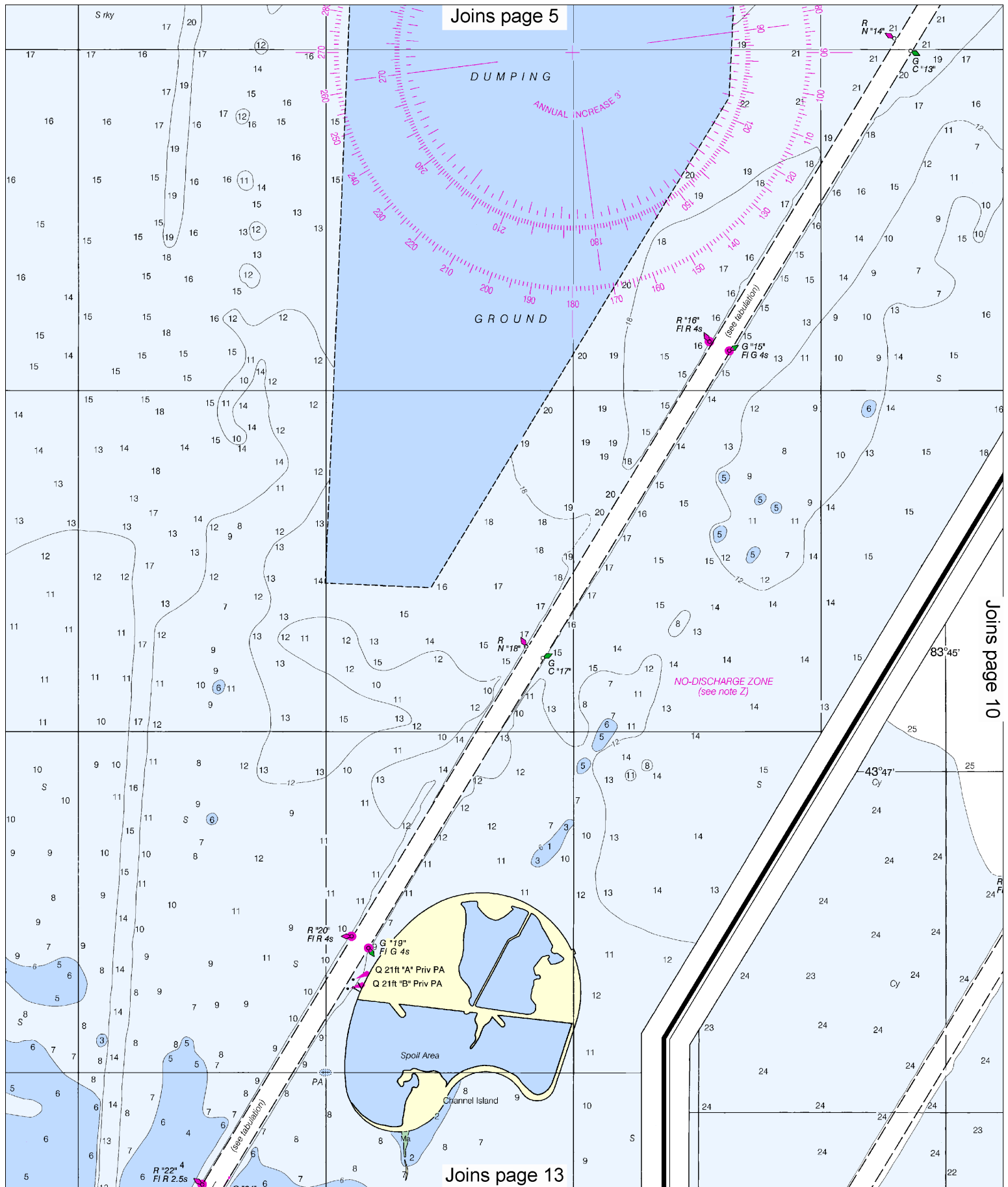
Note: Chart grid lines are aligned with true north.

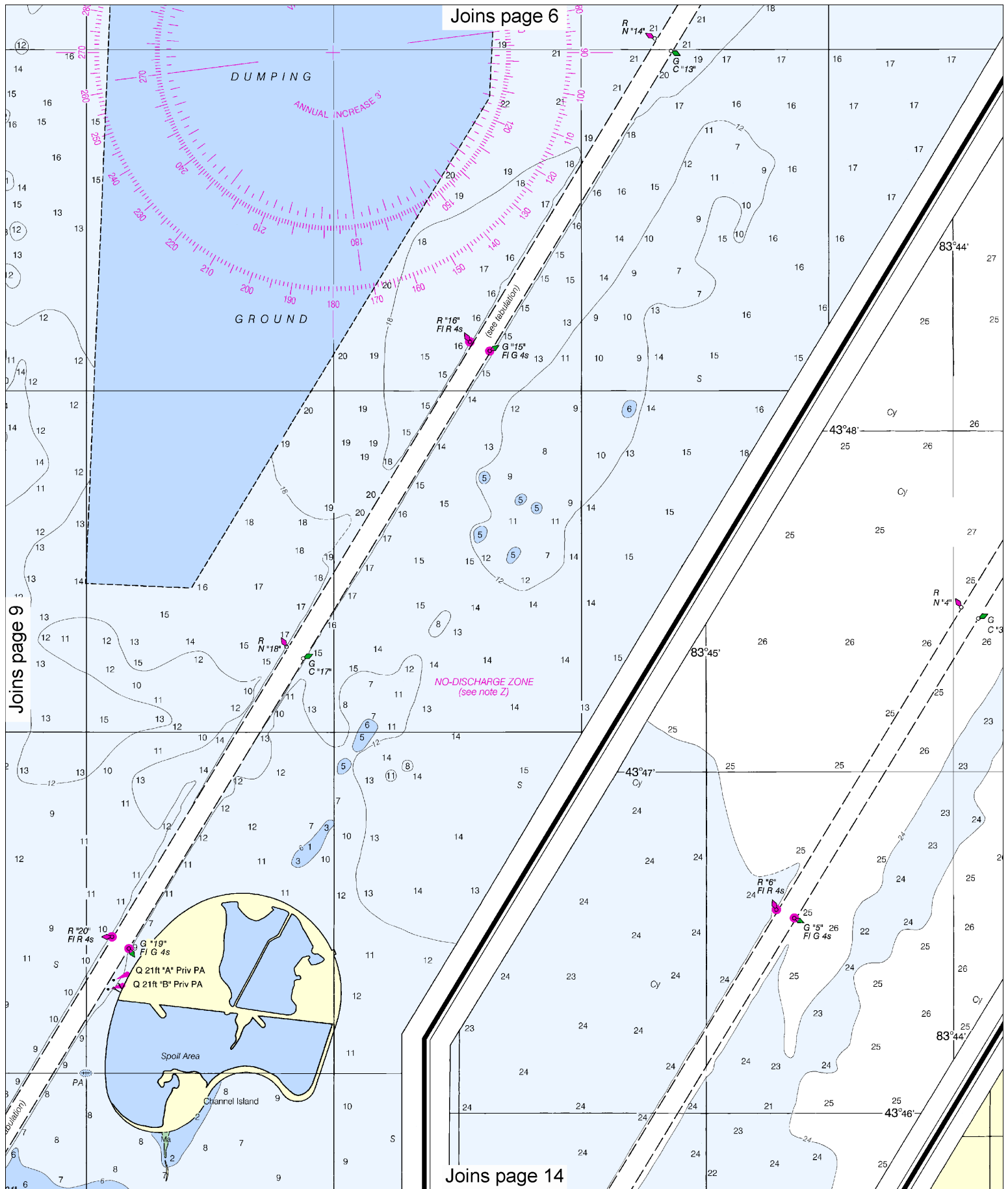
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







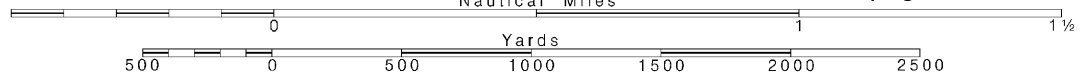
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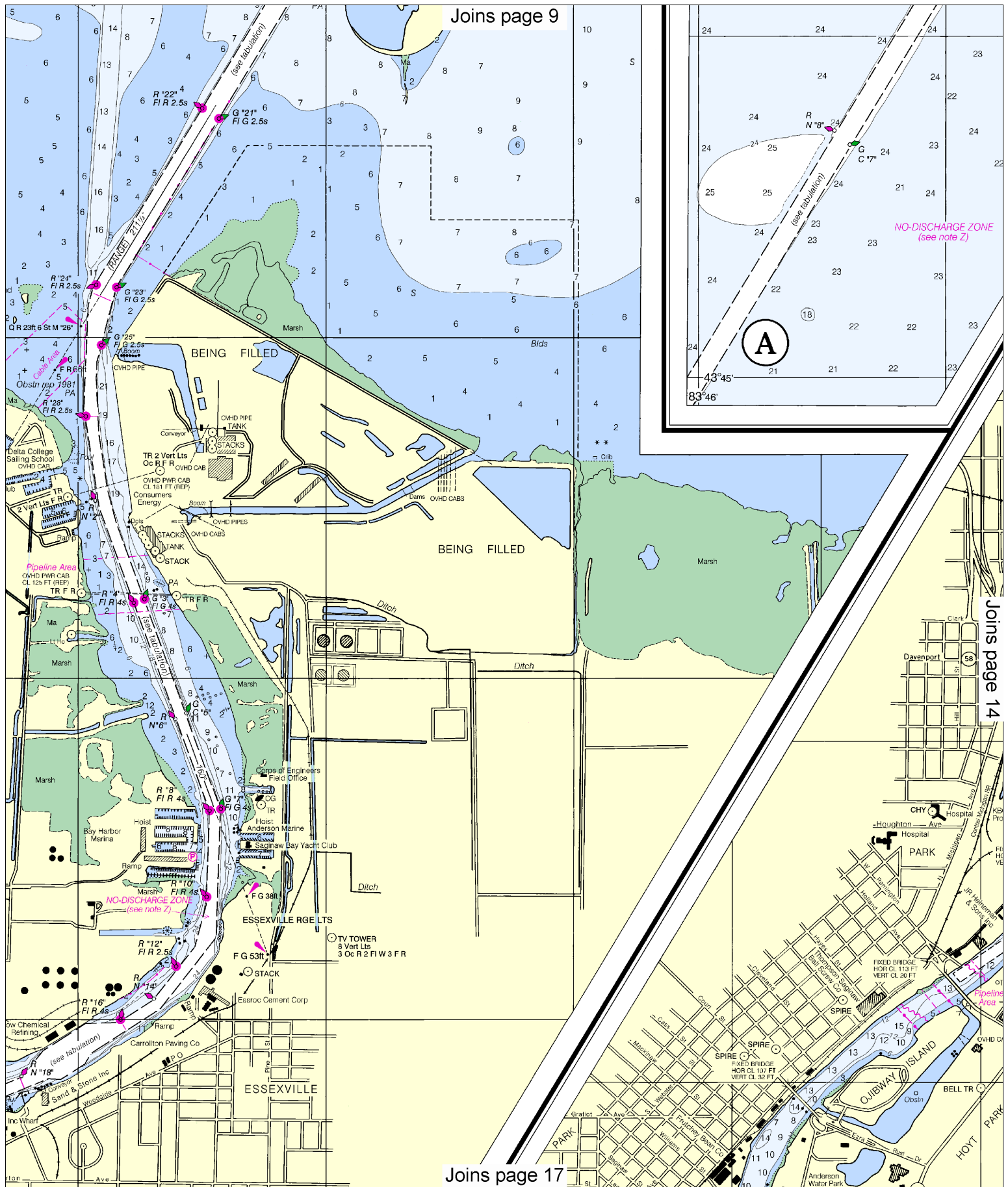
Note: Chart grid lines are aligned with true north.

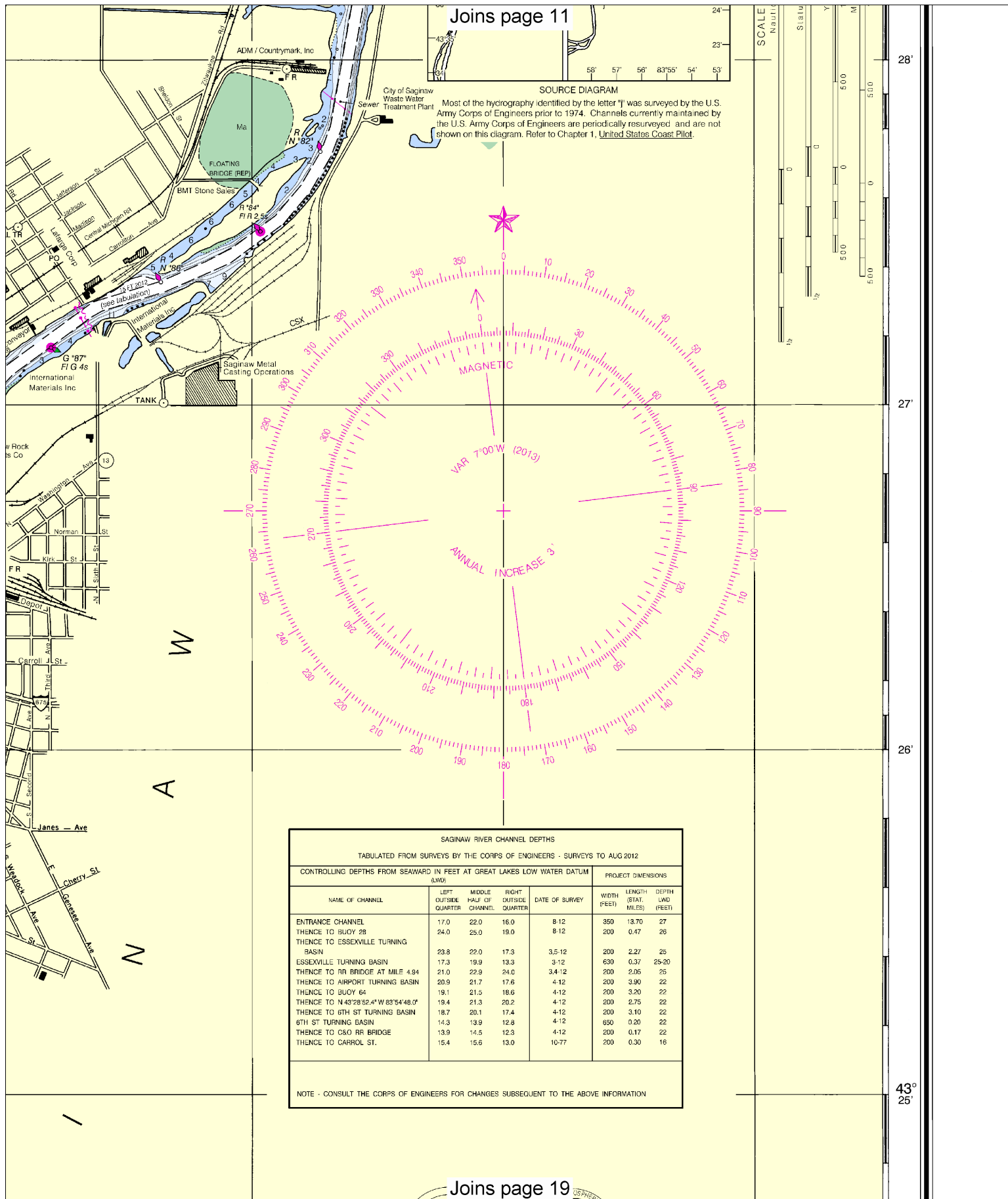
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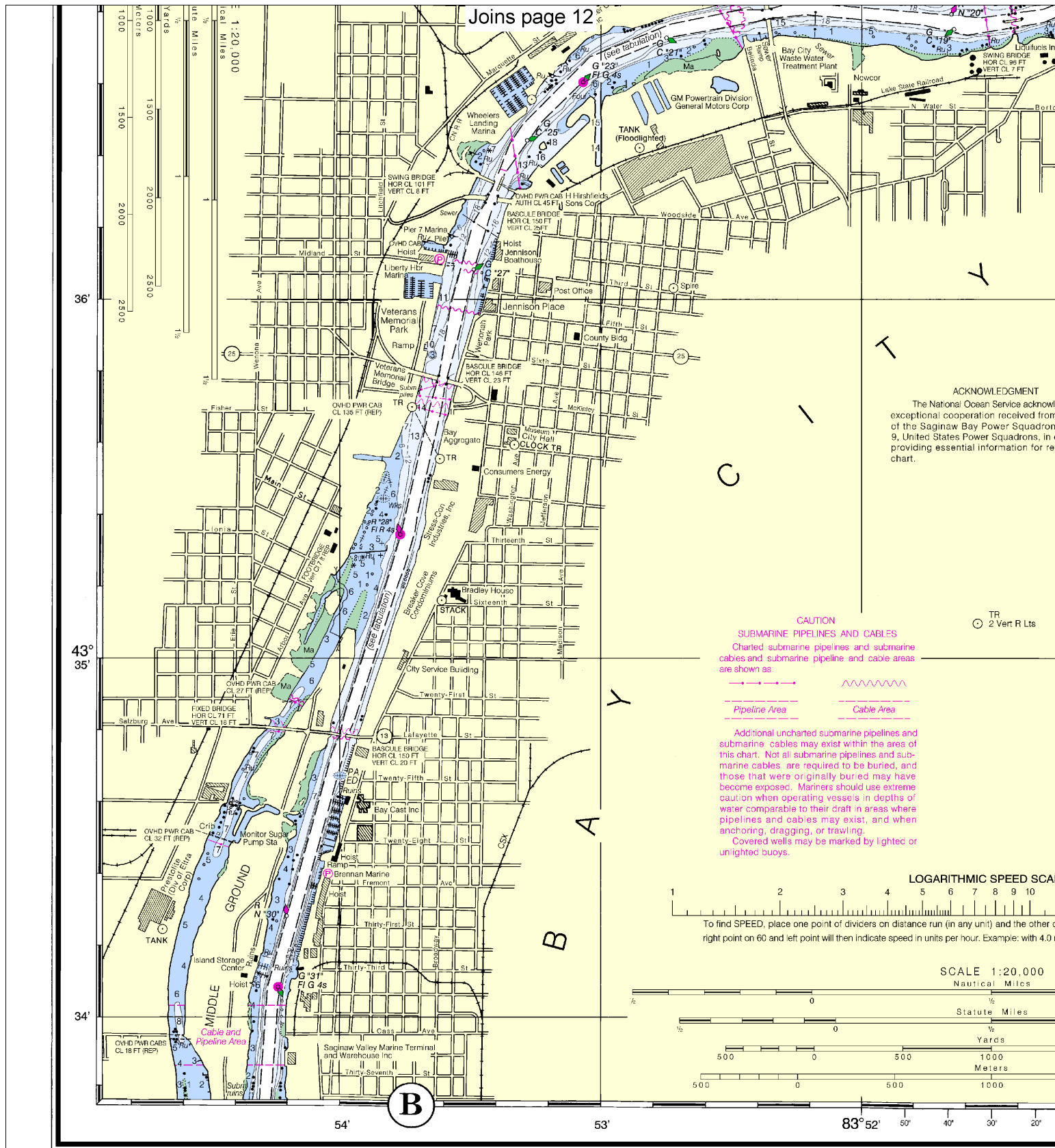
SCALE 1:20,000
Nautical Miles

See Note on page 5.





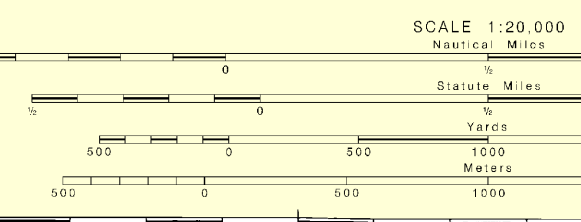
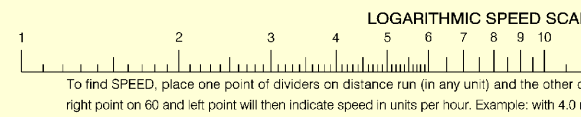




Joins page 12

ACKNOWLEDGMENT
The National Ocean Service acknowledges exceptional cooperation received from the Saginaw Bay Power Squadron 9, United States Power Squadrons, in providing essential information for this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as
Pipeline Area Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.



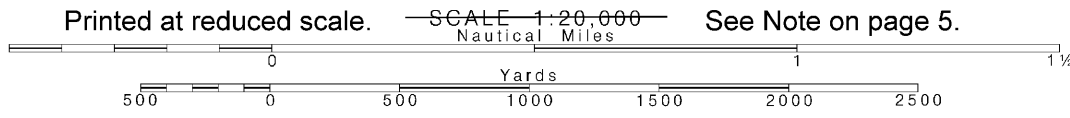
27th Ed., Feb. /13
14867
Corrected through NM Feb. 9/13
Corrected through LNM Feb. 5/13

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FE

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Note: Chart grid lines are aligned with true north.



See Note on page 5.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncei.noaa.gov/ids/inquiry.aspx> or OceanGrafix at 1-877-562-CHART or <http://www.oceangrafix.com>.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Clio, MI	KIH-29	162.400 MHz
West Branch, MI	KXI-33	162.450 MHz

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

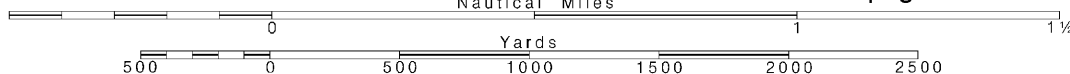
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

On minutes run. Without changing divider spread, place 0 nautical miles run in 15 minutes, the speed is 16.0 knots.

10" 51' 50 50

83°58'

57'





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

M I C H I G A N

SAGINAW RIVER

Polyconic Projection

Scale 1:20,000

North American Datum of 1983

(World Geodetic System of 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft.
Referred to mean water level at: Rimouski, Quebec, International Great Lakes Datum
(1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES: Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

⑨ Pump-out facilities

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

DATUM
datum of this chart is North
D 83), which for charting
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ON
charted stakes and fishing structures,
of this chart. Such structures are not

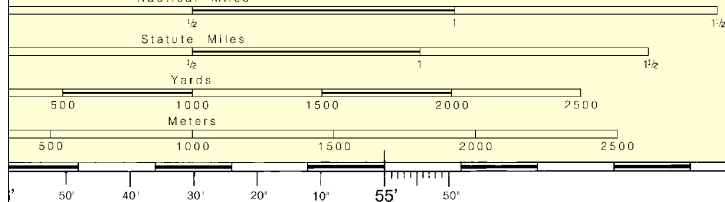
ed at nauticalcharts.noaa.gov

AN - HURON

[illegible]

If the lake level is above existing depths are corresponding charted depths.

SCALE 1:20,000
Nautical Miles



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Saginaw River

SOUNDINGS IN FEET - SCALE 1:20,000

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker